Seward & 36th

IMPROVEMENTS

Presentation Agenda

Seward & 36th IMPROVEMENTS

- **Welcome and Introductions**
- **Today's Purpose**
  - Share current project status
  - Hear your expectations on the three alternatives carried forward
- **Project Overview**
  - Purpose/Problem to be Solved
  - Decision Matrix
  - Alternatives Review/Models
  - Next Steps
- **Questions and Answers**

Welcome and Introductions

ADOT & PF

Sean Holland – Project Manager

HDR

Paul Witt – Project Manager

Background

- 65,000 vehicles travel through the Seward Highway/36th Avenue intersection each day

- The intersection is failing
  - Current level of service is F (at peak hours)
  - Seward/36th Avenue is tied for second place for the highest number of vehicle collisions in the MOA

- Solutions are needed to meet future demand
  - Seward/36th Avenue is a high priority project in the current Anchorage Metro Area Transportation Solutions (AMATS) 2035 Metropolitan Transportation Plan (MTP).

Purpose and Goals

Proposed Purpose:

- To accommodate existing and future travel demand at the Seward Highway/36th Avenue intersection in Midtown Anchorage

Project Goals:

- Improve traffic flow in Midtown and on the Old and Seward Highways
- Shorten travel times to and from Midtown and U-Med District
- Improve safety by reducing crashes
- Improve safety and travel for pedestrians and bicycles
- Be consistent with AMATS 2035 MTP

Status

Early 2013:

- Alternative design begins, 5 alternatives considered

October 2013:

- Public open house
- 13 alternatives/variations added for review
- Alternatives developed to 10 percent design level

April 2014:

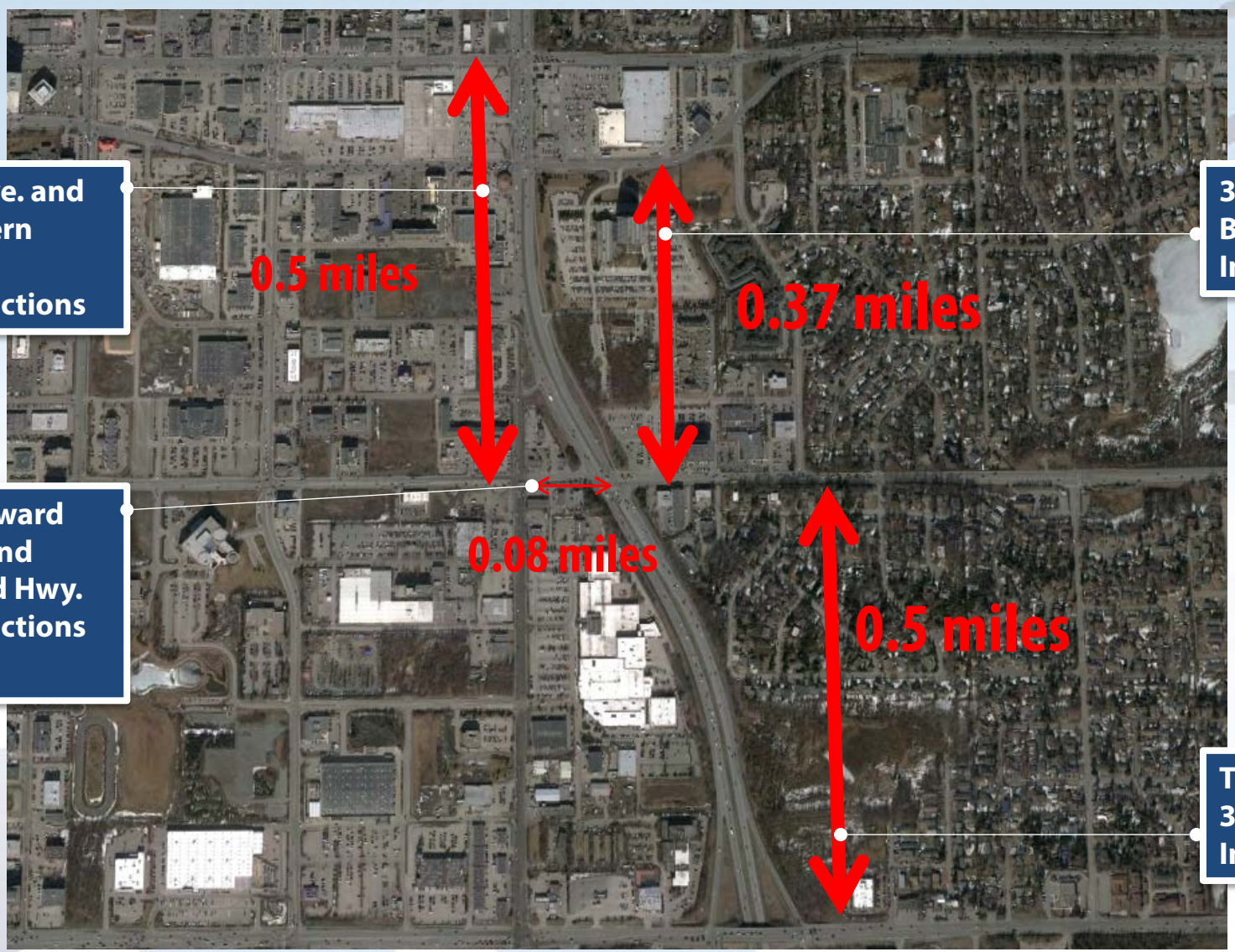
- DOT&PF reviews 12 viable alternatives evaluated with decision matrix
- 3 highest-ranking alternatives brought forward at June 2014 public open house

Summer 2014:

- DOT&PF final decision on which alternative to bring to final design

Project Area Map

Seward & 36th IMPROVEMENTS



Decision Basis

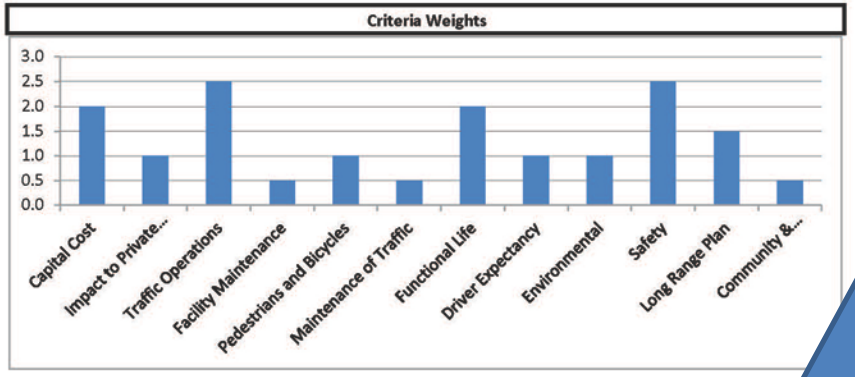
Seward & 36th IMPROVEMENTS

Decision Matrix

Seward & 36th IMPROVEMENTS

New Seward Highway and 36th Avenue Interchange - Decision Matrix Summary													
Criteria and Weight		Capital Cost 2.0	Impact to Private Property 1	Traffic Operations 2.5	Facility Maintenance 0.5	Pedestrians and Bicycles 1	Maintenance of Traffic 0.5	Functional Life 2	Driver Expectancy 1	Environmental 1	Safety 2.5	Long Range Plan 1.5	Community & Government Expectations 0.5
Alternative and Total Score ↓		Total Score = Σ (Criteria Rating X Criteria Weight)											
Hybrid Single Point Urban Interchange (hSPUI)	7.9	-1.50	-1.00	1.75	-0.50	1.00	-1.00	1.75	-0.50	-0.50	1.00	1.50	0.00
Half SPUI w/CD Roads (PH 1 of 2)	7.8	-1.50	-1.00	1.75	-0.50	1.50	-1.25	1.50	-0.50	-1.00	1.50	1.00	0.00
Loop Ramp Interchange	5.0	-1.50	-2.00	1.50	-0.50	0.75	-1.00	1.50	0.00	-0.75	1.00	1.00	0.00
Half SPUI w/Braided Ramps (PH 2 of 2)	4.8	-2.00	-2.00	2.00	-1.25	1.50	-1.75	1.50	-0.50	-2.00	1.50	1.00	0.00
Conventional Single Point Urban Interchange (SPUI)	4.3	-2.00	-1.00	2.00	-1.00	0.50	-2.00	2.00	0.00	-1.00	1.50	-1.00	0.00
Hybrid Diverging Diamond Interchange (hDDI)	4.3	-2.00	-2.00	2.00	-2.00	0.50	-1.50	1.50	-2.00	-0.50	1.50	1.50	0.00
Split Diamond Interchange	2.8	-1.25	-1.50	0.00	-0.50	0.50	-1.00	2.00	-0.50	-0.50	1.00	1.00	0.00
Grade-Separation	1.5	-1.00	0.00	-1.00	0.00	1.00	-1.00	-0.50	1.00	-0.25	2.00	0.50	0.00
Partial Diamond Interchange	-2.0	-2.00	-1.75	-0.50	-0.50	0.75	-1.50	0.50	-0.50	-0.50	1.50	1.00	0.00
Continuous Flow Intersection (CFI)	-5.8	-0.50	-0.50	0.50	-1.00	-2.00	-0.50	0.50	-2.00	0.00	0.50	-2.00	0.00
Hybrid SPUI w/o On-ramps	-10.3	-1.50	-1.00	-2.00	-0.50	0.50	-1.00	-0.50	-0.50	-0.50	1.00	-1.00	0.00
No-Build Condition	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Baseline = Existing Conditions	
Effect on Criteria	Rating
Much More / Much Better	2
More / Better	1
Same	0
Less / Worse	-1
Much Less / Much Worse	-2



Top scoring alternatives thus far:

- Hybrid Single Point Urban Interchange (SPUI) (7.9)
- Half SPUI with CD Roads (7.8)
- Loop Ramp Interchange (5.0)

Community & Government Expectations not rated for now—we want to hear from you!

Alternatives Update

- **Hybrid Single Point Urban Interchange (SPUI)**
  - SPUIs are similar to Seward Meridian interchange in Wasilla
- **Half-SPUI**
- **Loop Ramp Interchange**
  - Similar to Glenn/Bragaw interchange in Anchorage

Design Alternative – Hybrid SPUI

Benefits

- Best meets project's purpose and need
- Similar bike/pedestrian access to typical 4-legged intersection
- Maintains 34th Avenue access

Challenges

- Unconventional interior ramps, left hand on-off ramps

Estimated Cost: $50-$60 million

Half SPUI

Benefits

- Straightforward maintenance
- Uninterrupted bike/pedestrian traffic
- Access to 34th Avenue maintained

Challenges

- Weaving traffic pattern on CD road requires quick movement at slow speeds
- More points of traffic conflict than the other two alternatives

Estimated Cost: $60-$70 million

Loop Ramp Interchange

Benefits

- Reduces bike/pedestrian conflicts, more predictable intersection for non-motorized traffic

Challenges

- The most property impacts of the three alternatives
- Lack of access to/from the north
- More challenging snow removal
- No access at 34th Avenue

Estimated Cost: $50-$55 million

Possible Overpass Visual

36TH Ave. looking west

36TH Ave. looking east

Existing Noise Wall

Seward & 36th IMPROVEMENTS

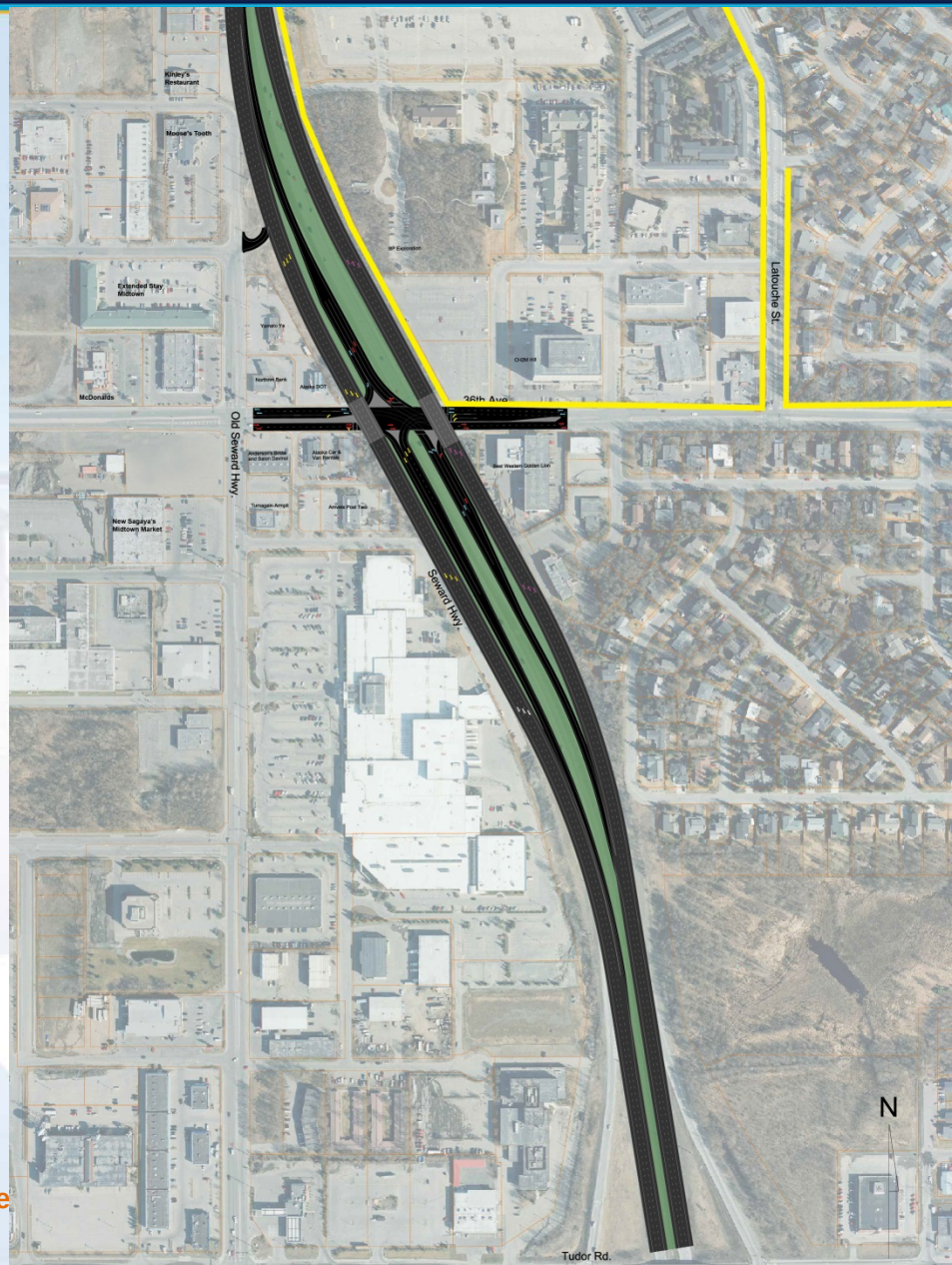
Existing noise wall view looking southeast on Helvetica Drive.

Gradual 3% Highway Incline

Existing Bike Pathway

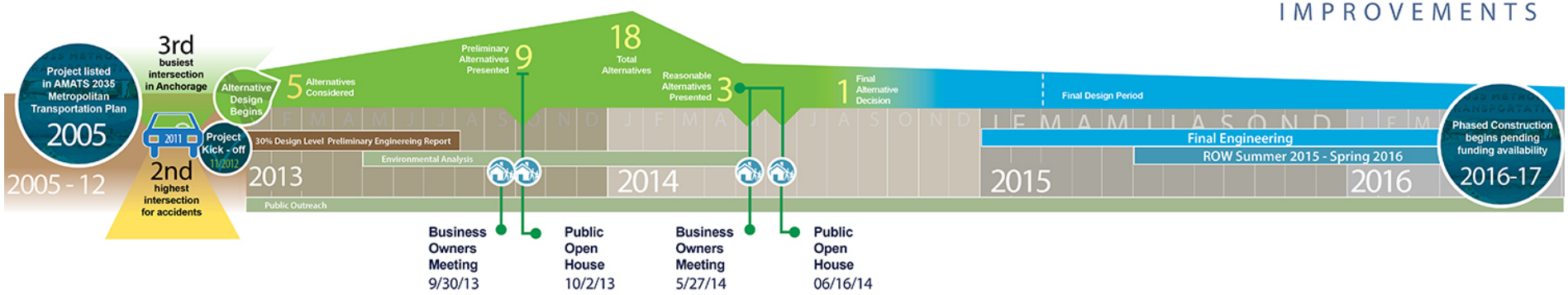
The yellow line indicates existing bike pathways per the MOA's bicycle plan.

DOT&PF is considering options for a path to connect Tudor and 36th Avenue.



Next Steps - Schedule

Seward & 36th IMPROVEMENTS



Summer 2014	**DOT&PF makes decision on which alternative to bring to full design**
Summer 2015 – Spring 2016	**Final design, right-of-way acquisition**
Summer 2016—Fall 2017	**Construction (dependent on funding availability)**

Most Common Concern

Question: Why is there no northbound highway access from 36th Avenue?

Answer: We might be able to accommodate northbound on-ramps in the future…but it will require improvements to the Benson/Northern Lights intersection first.

Under current conditions, the tight space constraints would require weaving traffic across lanes at higher speeds with fewer gaps in the highway traffic. **A northbound entrance cannot be done safely at this time.**

With the current alternatives, limiting northbound access from 36th Avenue to Seward Highway:

1. **Reduces the number of traffic accidents at that intersection**
2. **Improves safety conditions for drivers and pedestrians**
3. **Improves vehicle control under inclement weather conditions**
4. **Relieves congestion during peak traffic hours**

What are your thoughts?

We want to hear from you:

- What do you think are the major benefits of each alternative?
- What expectations do you have…
  - …as an Anchorage driver wanting to go from Point A to Point B?
  - …as a current and future resident wanting sustainable, long-term solutions to traffic issues?

Comments?

Do you have comments?

- Submit a comment here or visit our website at www.sewardand36th.com

- You may also contact

Sean Holland
DOT & PF Project Manager
Phone: (907) 269-0670
Email: sean.holland@alaska.gov

Seward & 36th

IMPROVEMENTS